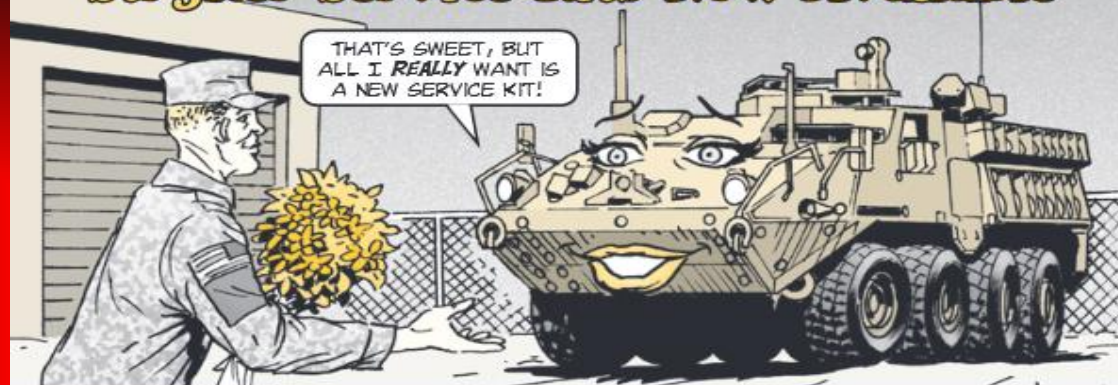


Stryker Service Kits Now Available



MECHANICS, WHEN IT'S TIME TO SHOW YOUR STRYKERS SOME MUCH-NEEDED TLC, USE THESE NSNs TO ORDER ANNUAL AND SEMI-ANNUAL ENGINE SERVICE KITS...

Description	NSN 4330-
C7 semi-annual service kit	20-007-4536
3126 semi-annual service kit	20-007-0297
C7 annual service kit	20-007-4533
3126 annual service kit	20-007-0295

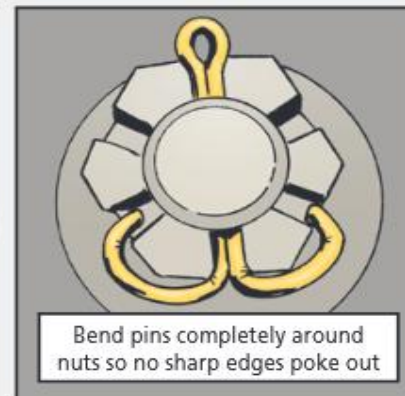
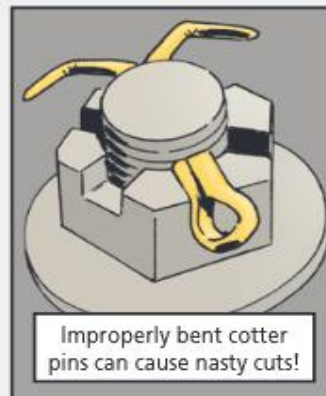
Combat Vehicles...

BE SURE TO BEND THOSE PINS



AS ONE MECHANIC RECENTLY FOUND OUT THE HARD WAY, COTTER PINS **NOT** PROPERLY BENT AROUND THEIR CASTELLATED NUTS ON THEIR EQUIPMENT CAN CAUSE SOME PRETTY NASTY CUTS~**OUCH!**

SO DO YOURSELF AND THE MECHANICS WORKING ON YOUR VEHICLE A FAVOR... BEND THOSE COTTER PINS COMPLETELY AROUND THE NUTS SO THERE AREN'T ANY SHARP EDGES POKING OUT.





Now and then, we get email from units looking for convoy flags and signs. We can almost hear—even by email—the frantic, last minute panic caused by a failure to plan.

To nip the mad dash in the bud, some units find it helpful to prepare a convoy ready kit. Then they can grab the bag as they head out the door. The key is getting and keeping it together **before** duty calls!

If you want to put together a convoy kit and have it ready for the road, here are ideas for what to put in it:

Non-Deployment Convoy Package	
Item	NSN
Black & white flag for Cdr's vehicle	8345-00-543-6911
Blue flag for lead vehicle	8345-00-543-6912
Green flag for rear vehicle	8345-00-543-6913
Orange flag for trail party	8345-00-227-1404
Flag staff, 3-ft	8345-00-242-3650
550 cord, 700-yd	4020-00-240-2146
Warrior aid and litter kit	6545-01-532-4962
MRE and water (mission-dependent)	MRE: 8970-00-149-1094 Water: N/A
Tape, 2-in x 60-yd	7510-00-266-5016

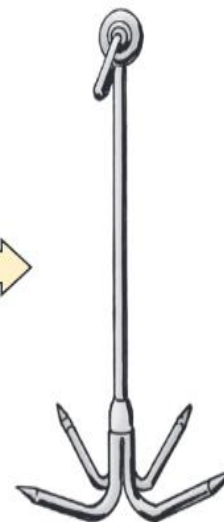


Deployment Convoy Package	
Item	NSN
Escalation of force kit A-D (contents and supplier varies, depending on location and need)	OEOF-00-000-0001 (LIN 001EOF) See unit S4 or supply sergeant for guidance.
MRE and water (mission-dependent)	MRE: 8970-00-149-1094 Water: N/A
Grappling hook, 4 prong	N/A
Warrior aid and litter kit	6545-01-532-4962
Body bags x 2	9930-00-927-4569
Trash bags	7240-00-160-0440
Flashlight x 2	6230-01-291-7531
Tape, 2-in x 60-yd	7510-00-266-5016
Tough box, black/200 series lock	8115-01-562-4555
550 cord, 700-yd	4020-00-240-2146

There are no NSNs for water, grappling hooks or convoy signs. You'll have to source those items locally. ATP 4-11, *Army Motor Transport Operations*, also has helpful info.

Download the ATP at:

http://armypubs.army.mil/doctrine/DR_pubs/dr_a/pdf/atp4_11.pdf



You can also order:

CONVOY FOLLOWS

PN CONF8X50HA

CONVOY AHEAD

PN CONA16X50HA

CONVOY COMMANDER

PN CONC8X50HA

CONVOY COMMANDER

PN CONC16X50HA

Enter the part numbers given for the signs above in the search box to find them on the UNICOR website at:

<http://www.unicor.gov>

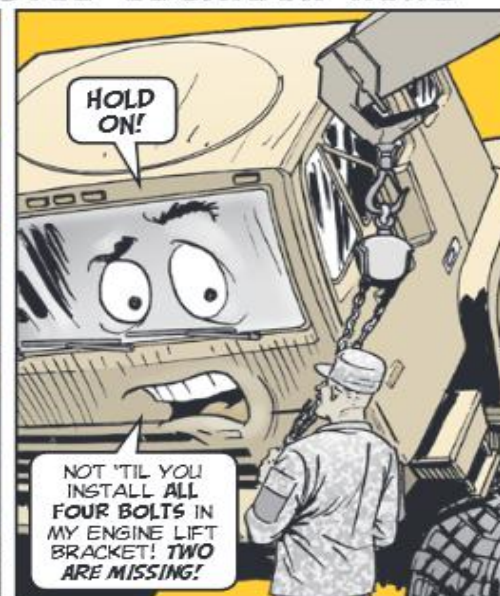
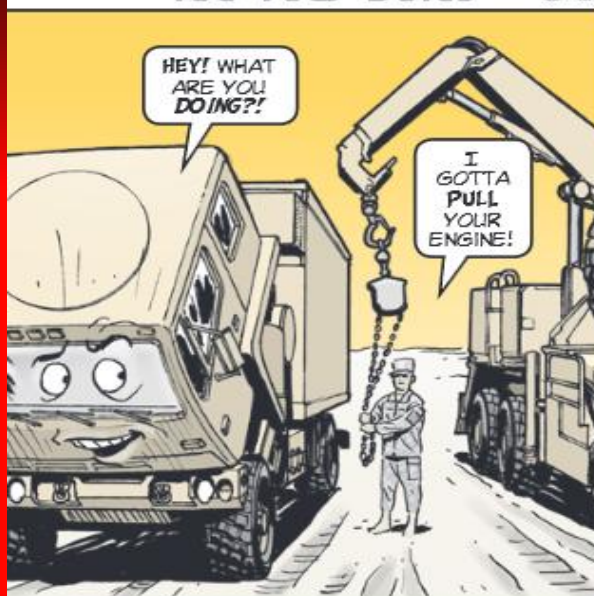
Other helpful things units might include in a convoy kit are a parts inventory list and photos, a convoy brief including a strip map, a convoy commander's checklist and 9-line MEDEVAC and SALUTE reports.

ALSO, CONSIDER ADDING THE KIT TO THE OFFICIAL UNIT INVENTORY SO IT **MUST** BE CHECKED OUT AND RETURNED AFTER EACH USE AND STAYS **INTACT**.



THEN THE NEXT TIME YOU NEED TO GET THE RIGS ROLLING, YOU WON'T BE SCRAMBLING!

Too Few Bolts = BUSTED CYLINDER HEAD

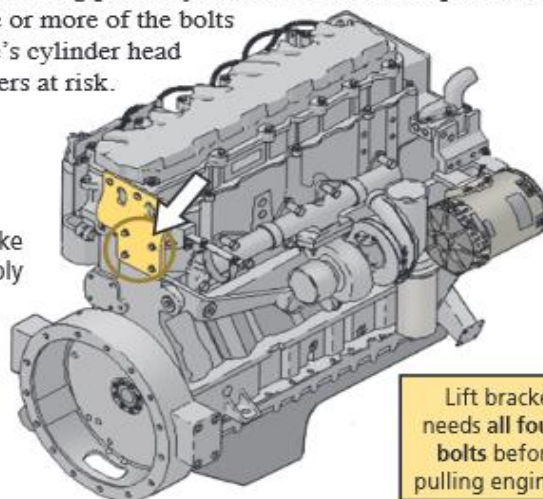


Mechanics, make sure that all the bolts are installed in the engine lift brackets when pulling a CAT engine from an FMTV.

Lifting an engine with **any** bolts missing puts way too much stress and pressure on the remaining bolts. Eventually, one or more of the bolts that mount the bracket to the engine's cylinder head will shear or strip out, putting Soldiers at risk. Replacing a damaged cylinder head is expensive!

So, here are a couple tips to keep in mind about the lifting brackets:

- When you remove the engine, make sure you follow the engine assembly replacement work packages in TM 9-2320-333-14&P and TM 9-2320-391-14&P. Pay special attention to Steps 23 and 24.
- Make sure the lift bracket's two bottom bolts get reinstalled if they've been removed.



Lift bracket needs all four bolts before pulling engine

With all the bolts in place, the engine lift bracket can do its job. The end results are safer shop practices and no downtime or rebuild costs.

WHAT STRIPS FOR ANTIFREEZE TESTING?

WHAT
HAPPENED
TO ALL YOU
GUYS?

WHY ARE
YOU ALL
FROZEN?!

THE TEST
STRIPS YOU USED
DON'T WORK ON
PROPYLENE GLYCOL
ANTIFREEZE!

Dear Half-Mast,

We recently ordered the antifreeze test kit, NSN 6630-01-011-5039, that you told us about on Page 20 of PS 685 (Dec 09). This same NSN is also found on Page 6 of TB 750-651, *Use of Antifreeze Multi-Engine Type Cleaning Compounds and Test Kit in Engine Cooling Systems*. But we found out it doesn't work on the new propylene glycol antifreeze that we are using Army-wide!

Can we use the test kit that comes with part number 311519 instead? It's from the same manufacturer.

Mr. D.G., IV

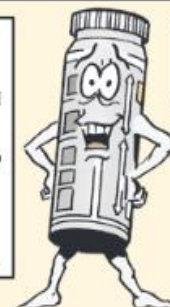
MR. D.G., IV,
THE ANTIFREEZE
EXPERTS AT
RDECOM TARDEC
DON'T RECOMMEND
THAT OPTION, SO
THE SHORT ANSWER
IS NO.

THAT'S BECAUSE
THE TEST KIT
DOESN'T TEST FOR
SUPPLEMENTAL
COOLANT ADDITIVE
(SCA) LEVELS.

THAT'S A
REQUIREMENT FOR
CID-A-A-51461
TYPE II
COMPLIANCE.



IN FACT,
THE TEST
STRIP THAT
COMES WITH
NSN 6850-
01-154-
3653-ALSO
MENTIONED
IN THAT PS
ARTICLE-
IS NOT
COMPLIANT.



NOW
YOU
TELL
ME!

AND THERE IS NO NSN AVAILABLE FOR
TEST STRIPS THAT MEETS CID-A-A-
51461 TYPE II NITRITE STANDARDS
FOR ANTIFREEZE TESTING.

YOU NEED A COMMERCIAL ENGINE
COOLANT TEST STRIP THAT FOLLOWS
CID-A-A-51461 TYPE II GUIDANCE AND
TESTS FOR NITRITE CONCENTRATION AND
UNIVERSAL FREEZE POINT OF ETHYLENE
GLYCOL AND PROPYLENE GLYCOL.



HERE ARE A
FEW COMMERCIAL
OPTIONS FOR YOU
TO CONSIDER...

PENRAY, PN TS-100,
800-373-6729,

<http://www.penray.com>

FLEETGUARD, PN CC2602,
800-22FILTER,

<http://www.cumminsfiltration.com>

DETROIT DIESEL, POWER TRAC PN 23522774,
800-445-1980,

<http://www.detroitdiesel.com>

DIRECTIONS FOR USE AND ACCEPTABLE LEVELS
ARE PROVIDED ON THE TEST STRIP CONTAINERS.

PRESERVATIVE STOPS TIRE CRACKS!



The tires on vehicles that sit on a hard surface or in the hot sun for weeks and months at a time can wear out from ozone damage, heat and age.

This wear appears as cracks in the tire's sidewall. Once those cracks get down to the inner cords or belts, the tire is no longer usable.

To get the most life from your tires, wash them with soap and water, keep them properly inflated, and use an approved rubber preservative to reduce cracking. NSN 8030-01-282-5626 gets a gallon of the preservative. Follow the instructions for use on the label.

Commercial products that put a shine on the tire are **not** authorized. They don't preserve the tires and they certainly don't help with your vehicle's camouflage. So use only an authorized preservative and leave the commercial products alone.

THRIFTY TROUBLESHOOTING TRICK

AHH...ANOTHER
WONDERFUL
DAY AT JBLM,
WASHINGTON.

WHAT UP,
GOMEZ?

MAN,
I'VE GOT
THESE
HEMTT
-A4S TO
FIX...



ONE RUNS ROUGH AND VIBRATES...



...AND THE OTHER ONE **LOSES POWER** UNDER
HEAVY LOADS AND WHEN GOING UP STEEP HILLS.

HEY, WE **JUST** FIXED A
COUPLE OF TRUCKS WITH
THOSE SAME PROBLEMS!

OUR TROUBLESHOOTING
SUGGESTED THERE MIGHT BE A
PROBLEM WITH THE ELECTRONIC
CONTROL MODULE (ECM).

BUT A **BAD FUEL
FILTER** CAN CAUSE
THIS TYPE OF
TROUBLE, TOO.



SO WE
CHANGED OUT
THE FUEL FILTER
TO SEE WHAT
WOULD HAPPEN...

...AND
THE
PROBLEM
WENT
AWAY!



DIDN'T THE FUEL FILTER GET
CHANGED DURING SERVICES?

YEAH, BUT
YOU NEVER
KNOW WHEN
DIRTY FUEL
OR A PIECE OF
CRUD MIGHT
CLOG IT UP.

AND IT'S A LOT
CHEAPER TO
CHANGE OUT
A FUEL FILTER
THAN TO REPLACE
ELECTRONIC
COMPONENTS.

SO MAYBE
YOU SHOULD
CHECK THE FUEL
FILTER **BEFORE**
DOING OTHER
TROUBLE-
SHOOTING.

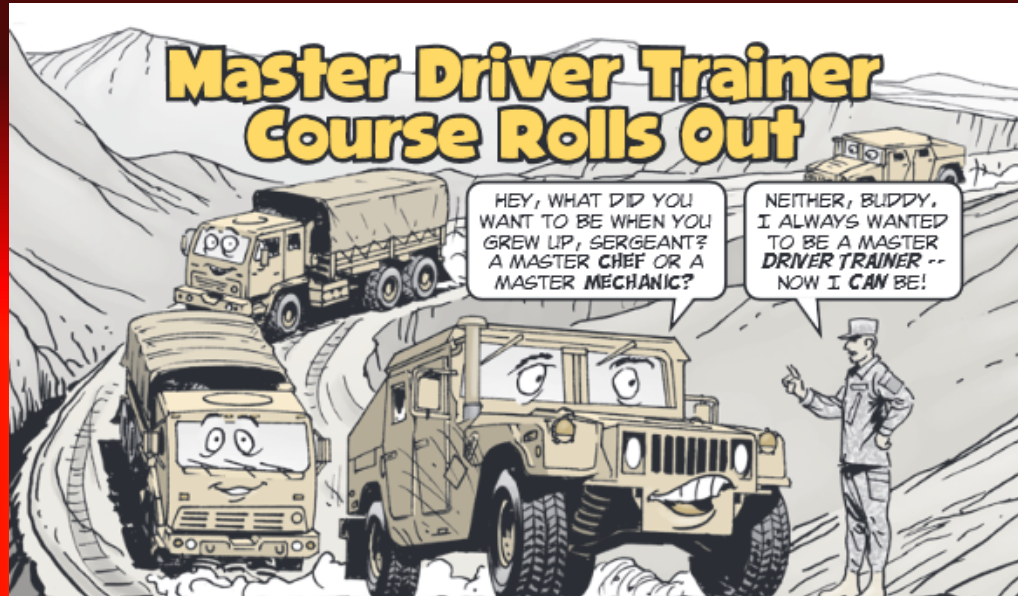


I GUESS IT
WOULDN'T HURT TO
TRY THAT TRICK.

THE FUEL FILTERS CAN
GET DIRTY EVEN WITH
REGULAR SERVICING.

WITH TIGHTER
BUDGETS, IT
MAKES SENSE TO
TRY TO SAVE A
UNIT'S CENTS.





The Army's Transportation School at Ft Lee, VA, now offers a Master Driver Trainer Qualification Course (MDTQC). The 90-hour course (80 hours resident training and 10 hours online) is open to staff sergeants and sergeants first class from all Army components in the 88M, motor transport operator, MOS. Soldiers who graduate receive the additional skill identifier (ASI) of M9.

It's important to note that MDTQC is **not** the same as local master driver programs offered at posts, camps, stations or installations. The **only** way to obtain the Army's new M9 ASI is to graduate from the MDTQC at Ft Lee.

Army master driver trainers are subject matter experts who can advise commanders and units on how to develop and run an effective and safe driver's training program. They are responsible for developing standardized unit training programs in:

- Operator safety
- Risk management
- Accident avoidance, field expedients, vehicle recovery
- Operating material handling equipment (MHE)
- Convoy operations and security, route classification, planning, organizing
- Securing loads
- Driver's training aids, devices, simulators and simulations (TADSS) integration

MDTQC is listed in the Army Training Requirements and Resources System (ATTRS). Visit: <https://www.atrrs.army.mil/>

In the course catalog, search for Course 8C-F45/553-ASIM9. The report date for the first MDTQC class is 27 Oct 2013 at Ft Lee. The Transportation School plans to train about 72 students a year, with class size averaging 14 students.

For more information about MDTQC, contact Jeffrey Skinner, DSN 539-1955, (804) 765-1955, or email:

jeffrey.e.skinner.civ@mail.mil